

10/7/78 President's Trip to Elkins, WV [Briefing Book]

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President's Trip to Elkins, WV [Briefing Book]; Container 94

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Lesley Stahl of CBS Says Carter's Chances of Second Presidency Boosted by Camp David Accords; Rolls Show Rating Up 13 Points

By JUDY FRANK.
"I think it is fair to say that Jimmy Carter has been born again—again." CBS news correspondent Lesley Stahl told visitors at the Distinguished Guest Dinner in Elkins Thursday night.

According to Mrs. Stahl, since Carter's Camp David meeting with Egyptian President Anwar Sadat and Israeli Prime Minister Menachem Begin, the president's approval rating is up 13 points.

"That's just fantastic," she noted, explaining that the figure is based on a recent survey done by CBS News. According to the poll, she explained, a survey of the nation's Democrats showed that a third of them now want Carter to have the party's ticket in the next presidential election, while another third want Edward Kennedy as the top candidate.

"Before Camp David, Kennedy was leading Carter two to one," she pointed out.

What this all means is that Carter is once again considered to be the possible winner in the 1980 election, she said.

"It doesn't mean he's a shoo-in — the poll shows that is far from the case," Mrs. Stahl explained. "but it does mean that his chances for a second presidency are still alive."

It used to be that a sitting president was automatically considered to be able to win a second term, she explained. That is no longer true.

Unless Dwight Eisenhower, no president has served two full terms, Mrs. Stahl said. "Kennedy, Jimmy Carter — not one of them was in office eight years."

"But these were exceptional cases," she continued. "We all know

why Kennedy didn't get a second term — assassination — and Johnson's chances were ruled by Vietnam."

"Nixon was elected twice but of course didn't serve out his second term, and many people believe that the Nixon pardon was the reason why Ford wasn't elected in 1976."

But many people now argue that Carter is the first president serving a "normal" term, she said, and so "the 1980 election could be a litmus test of whether or not a sitting president automatically gets two terms — actually holds it."

"And so, what the whole country wants to know — right now — is whether Jimmy Carter is going to be re-elected in '80."

Consequently, CBS News and other news reporters are all "betting" that this is a presidential election, Mrs. Stahl laughed.

CBS is gearing up for the November elections, and "what we want to know is whether or not Jimmy Carter does have 'coattails' — that is, how many Democrats will be re-elected, and how many will lose their seats in the House and Senate," she reported.

Right now, things are looking good from Carter's point of view, she added. "Democratic candidates who were once afraid to have him campaign for them — or even to use his name — are now busily referring to him again."

Part of Carter's current rise in popularity, she said, is due to a change in the public image. "I think."

"When Carter was running for president, he campaigned very successfully on the issue of the imperial presidency — the whole idea was 'I would never have been on the Watergate,'" she noted.

He represented himself as a man who was not going to be running around and having fire-breathing suits further that image.

"But I haven't seen Carter in a sweater for weeks now," she noted, "and his aides are also wearing dark suits."

What happened, Mrs. Stahl explained, was that the public began to indicate "it wanted a strong leader again — somebody in charge, in control, who was very comfortable with power."

Consequently, the White House is now spreading the message that "Jimmy Carter is a leader," she continued.

"Last weekend Reagan Carter was out on a campaign trip, and she must have spoken in at least ten different places," Mrs. Stahl recalled. "In every one of those places what she

emphasized — over and over — was that Jimmy Carter is a 'strong leader.'"

Another thing the White House has done recently, she noted, is to reinstate the playing of "Hail to the Chief" whenever Carter appears. "Before now, the Carters just would not allow that song to be played."

And the new image — "coupled with Camp David" — is obviously working, Mrs. Stahl added.

"It seems that what we've learned is that we really want our presidents to be just a little bit imperial," she remarked, "not too much — but just a little."

"So, I really think that we have now put most of Watergate behind us — I really do — and that it is a fair time to see whether or not a president can still be re-elected for a second term."

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Lesley Stahl

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she explained.

"It is not unusual for a president to be unpopular at mid-term — some people believe that no matter what a president does, his ratings will drop — and Carter's rating had 'only' dropped 33 points," she noted.

"Harry Truman's dropped 55."

"What we have to do now is just wait and see," she added. "The November Elections will give us a clue — but we really won't know until the actual election in 1980."

Stahl was in W. Va. as part of the Elkins Festival.

THE WHITE HOUSE

WASHINGTON

SUMMARY SCHEDULE
VISIT TO
ELKINS, WEST VIRGINIA

Saturday - October 7, 1978

- 12:20 p.m. Helicopter departs Camp David helopad en route Elkins, West Virginia. (Flying Time: 1 hr.15 min.)
- 1:35 p.m. Helicopter arrives Elkins High School, Wilmer Field, Elkins, West Virginia.
- James Wallace, President, Mountain State Forest Festival, presents you with set of cherry wood plates commemorating the festival. Also, you will greet Kimberly Ann Grant, Festival Queen, en route to stage.
- 1:40 p.m. Remarks - Ceremony preceding Mountain State Forest Festival Parade.
- 2:00 p.m. Depart via motorcade for 45-minute drive along parade route.
- 2:45 p.m. Parade concludes - 10-minute motorcade to Elkins-Randolph County Airport.
- 2:55 p.m. Arrive Elkins-Randolph County Airport. Board helicopter for 1 hr. 15 min. flight to Camp David.
- 4:15 p.m. Arrive Camp David.

THE WHITE HOUSE

WASHINGTON

THE PRESIDENT'S VISIT TO
ELKINS, WEST VIRGINIA

Saturday, October 7, 1978

WEATHER REPORT: Partly cloudy,
temperatures in high 60's.

12:15 pm

GUEST & STAFF INSTRUCTIONS: The
following are to board Marine One at
Camp David helopad:

Fran Voorde
CDR Reason
Dr. Lukash

12:20 pm

The President boards Marine One at Camp David
helopad.

MARINE ONE DEPARTS Camp David en route
Elkins, West Virginia.

(Flying time: 1 hour, 15 minutes)
(No time change)

1:35 pm

MARINE ONE ARRIVES Elkins High School, Wimer Field, Elkins, West Virginia.

OPEN PRESS COVERAGE
CLOSED ARRIVAL

The President will be met by:

Gov. and Mrs. Jay Rockefeller (Sharon)
(D-West Va.)
Senator Jennings Randolph (D-West Va.)
Rep. and Mrs. Harley Staggers (Carol) D-West Va
Mayor Joseph Martin (D-Elkins)
Mr. and Mrs. James Wallace (Cece), President,
Mountain State Forest Festival
Mr. and Mrs. William Johnson (
Director General, Mountain State Forest
Festival
Mr. Arnold Miller, President, United Mine
Workers
Mr. Joe Powell, State Director, AFL-CIO
Rev. John Stephens, NAACP
Mr. Frank Valentine, Democratic Co-Chairman,
Randolph County
Mr. Charles Basil, Principal, Elkins High School

NOTE: Mr. Wallace will present the President
with a set of cherry wood plates commemorating
the festival.

The President, escorted by Sen. Randolph, proceeds
to stage.

NOTE: En route, the President will greet
Kimberly Ann Grant, Mountain State Forest
Festival Queen.

1:40 pm

The President arrives stage and takes his seat
for remarks preceding the Mountain State Forest
Festival Parade.

OPEN PRESS COVERAGE
ATTENDANCE: 300

1:41 pm	Welcoming remarks and introduction of platform guests by Mayor Martin.
1:42 pm	Remarks by Sen. Randolph, concluding in the introduction of Rep. Staggers.
1:44 pm	Remarks by Rep. Staggers, concluding in the introduction of the President.
1:45 pm	Presidential remarks.

FULL PRESS COVERAGE

1:55 pm	Remarks conclude.
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GUEST & STAFF INSTRUCTION: Proceed to motorcade for boarding. Assignments as follows:

Press Truck	J. Kightlinger
Pilot	
Spare	Dr. Lukash
Lead	D. Lee
President's Car	The President Sen. Randolph
Follow-up	
Control	F. Voorde CDR Reason
ID Car	
WHCA	
Tail	

The President, escorted by Sen. Randolph, departs stage en route motorcade for boarding.

2:00 pm MOTORCADE DEPARTS and begins parade route.

(Duration: 45 minutes)

NOTE: At the conclusion of the parade route, the President should acknowledge Parade Officials who are seated in reviewing stands.

2:45 pm Parade concludes.

MOTORCADE DEPARTS en route Elkins-Randolph County Airport.

(Driving time: 10 minutes)

2:55 pm MOTORCADE ARRIVES Elkins-Randolph County Airport.

OPEN PRESS COVERAGE
CLOSED DEPARTURE

GUEST & STAFF INSTRUCTION: Proceed to Marine One for boarding. Manifest as on arrival.

3:00 pm MARINE ONE DEPARTS Elkins, West Virginia en route Camp David, Maryland.

(Flying time: 1 hour, 15 minutes)
(No time change)

4:15 pm MARINE ONE ARRIVES Camp David, Maryland.

TRANSFER SHEET

Jimmy Carter Library

COLLECTION: Carter Presidential Papers-Staff Offices, Office
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Acc. No.: 80-1

The following material was withdrawn from this segment of the collection and transferred to the ~~xxxx~~ Audiovisual Collection ☐ Museum Collection ☐ Book Collection ☐
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DESCRIPTION:

8x10 reproduction of West Virginia Congressional District map

8x10 reproduction of arrival and departure at Elkins H.S.

Series: Office of Staff Sec.-Pres. Handwriting File

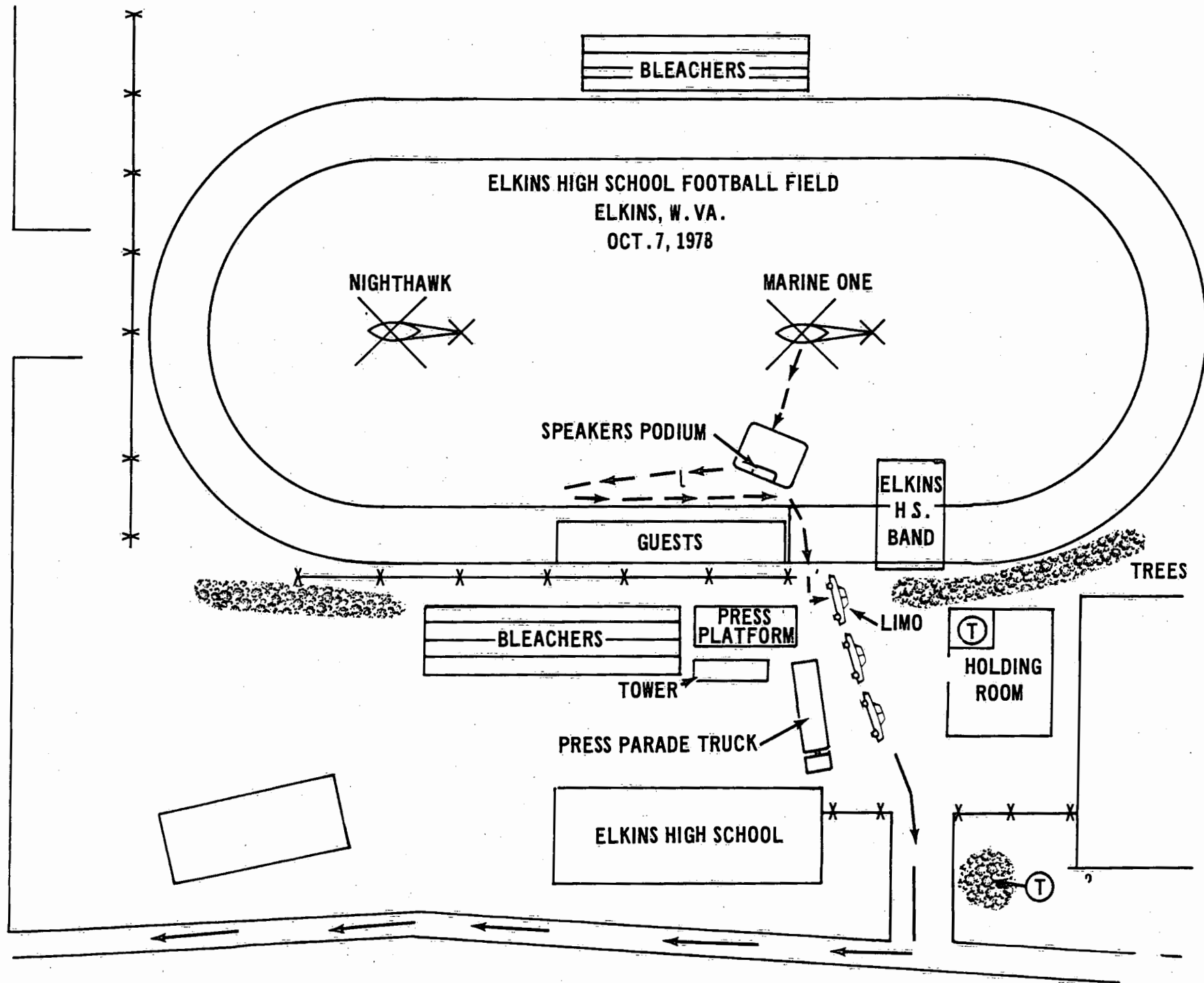
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ISSUES

WEST VIRGINIA OVERVIEW

- o Population of West Virginia in mid-1977 was 1.9 million ranking it 34th among the states. Growth in population since 1970 was 6.6 percent, in line with 6.4 percent averaged for the nation.
- o Unemployment rate was 5.7 percent (not seasonally adjusted) in July 1978, down from 6.4 percent a year earlier. This compared with a rate of 6.3 percent for the total U.S. on a non-seasonally adjusted basis in July, down from 7.0 percent a year earlier.
- o Employment in July was 683,100, up 3.7 percent from a year earlier compared with a 3.9 percent increase nationwide.
- o Income: Per capita income in 1977 of \$5,986 ranked 36th among the states, and had advanced 9.3 percent from 1976, in line with the national average of 9.6 percent.
- o Industry: Major manufacturers are chemicals; iron and steel; stone, clay and glass. Other important products are petroleum, coal and forest products.
 - Over 10 percent of nonagricultural employment is in the mining industry, compared with about 1 percent for the nation. West Virginia usually ranks third among the states in the value of mineral output, the bulk of which is in coal.
- o Federal grants account for 58 percent of state government revenues, compared with 32 percent for states nationwide; in fact, West Virginia received about \$700 million in federal aid in 1976.

Elkins

- o Elkins is the County Seat of Randolph County.
- o Population of the town in 1975 was 8,326 and had advanced 0.5 percent since 1970.
- o Unemployment rate in the County during July 1978 was 6.8 percent (not seasonally adjusted), down sharply from 8.1 percent a year earlier.
- o Employment in Randolph County rose a strong 4.8 percent over the year ending in July 1978.

WEST VIRGINIA ISSUES

ENERGY

Coal

- ° West Virginia's economic base is heavily dependent upon bituminous coal mining. Approximately 95 million tons were produced in the State last year (14 million tons less than in 1975, principally because of the coal strike). West Virginia exports 75% of its coal production.
- ° Because of shifts from other fuels to coal throughout the nation, State and industry officials anticipate a major expansion in coal production. They estimate an increase of 43 million tons a year by 1983.
- ° All electric power generation in the State is coal-fired. Approximately 66% of the power is exported to other states.
- ° Smaller mine companies are concerned about the surface mining reclamation regulations promulgated by the Department of Interior (DOI) under the Surface Mining Control and Reclamation Act of 1977. Increased costs of surface mining activities may have a severe fiscal impact on these companies. There are several suits pending which would enjoin DOI from enforcing the regulations.
- ° The threat of wildcat strikes is a continuing concern to State and industry officials. State tax revenue losses resulting from the last strike have been estimated by the State at \$50 million.
- ° Officials in West Virginia are concerned about the fiscal impact of the recent railway strike. Some mines ran out of space to stockpile; production stopped and miners were laid off. Each ton of lost coal production causes the State to lose severance tax revenues.

Natural Gas

- ° West Virginia is dependent on natural gas for approximately 21% of the State's non-electrical generation energy needs. An estimated 69% of the homes in the State use natural gas.
- ° The energy-related problems experienced by the State have resulted from the severity of the past two winters and the United Mine Workers contract strike. During the winter of 1976-1977, natural gas supplies were unusually low due to demand caused by extremely cold temperatures. This resulted in curtailments to most industrial and commercial customers and induced many voluntary closures. The State is sensitive to the potential for future curtailments.

Impact Assistance

West Virginia communities will need federal aid in dealing with the population influx resulting from expanded energy production. The energy impact assistance program which you announced in Denver (and which Secretary Kreps, Senator Randolph, and Representative Staggers simultaneously announced in Washington) was welcomed by West Virginians but is not moving in the current session of Congress. Nationally, this program will provide:

- ° \$15 million a year in planning grants to finance growth management, facility siting, and preparation of other impact prevention and mitigation measures
- ° \$120 million annually in grants to states to establish a revolving fund to cover the front-end costs associated with developing or upgrading community facilities and infrastructure
- ° \$15 million a year to guarantee \$300 million in loans at 2% below the Treasury borrowing rate

Monies will be allotted to the states over a five-year period during which states will be required to provide an increasing percentage of matching funds. The program, which is designed to be used as a means of leveraging all other sources of funding, was developed in close cooperation with Governor Rockefeller and Senator Randolph.

Involvement of Governor Rockefeller

- ° Governor Rockefeller is a strong vocal supporter of the President's natural gas compromise. He is Chairman of the National Governors' Association Coal Committee and heads the new Coal Commission you established on your last visit to Charleston, West Virginia.
- ° The Governor is deeply concerned about coal haul roads which have experienced severe impacts resulting from expanded coal production. Repairing these roads places a serious burden on West Virginia's highway budget. The Governor has been active in marshalling the support of other coal-state Governors to seek the Administration's aid in resolving the problem.

HOUSING

Rural, Mountainous Housing

- o The provision of decent housing remains one of the greatest needs throughout all of West Virginia. The problem is particularly acute in Southern West Virginia, where much of the housing stock was destroyed by the April 1977 flood. Because of this area's rugged topography, the only available sites which can be developed are located on flood plains. Governor Rockefeller has made a concerted effort to create innovative housing developments using such techniques as mountaintop removal and use of reclaimed strip mine land. Such development can provide only long-range solutions, however, and are presently economically unfeasible. Certain environmental problems may also be created as a result. Immediate relief must come from providing housing in those areas near flood plains or on steep slopes. Many of these sites are not normally approvable under federal regulations, however. Also, engineering costs needed to make the sites meet federal regulations are high. Many communities are using HUD Community Development funds to acquire land for housing and thus make housing construction more feasible for private developers.
- o Several agencies, including HUD, EPA and FmHA, have agreed to work with the State to arrive at solutions to these problems. Concurrent with your trip, HUD will be announcing a change in its minimum property standards to permit the use of individual package sewage treatment plants for housing sites. This change will help accelerate the provisions of housing since this method of sewage treatment requires half the land area needed for septic tanks, and is more adaptable to mountainous soil conditions. Moreover, it does not increase the cost of treatment.
- o In addition, the State FmHA staff and the HUD staff will be meeting in mid-October to work out ways to better coordinate the housing assistance programs administered by these two agencies. This effort, which is being supported by the Mid-Atlantic Federal Regional Council, should result in a more effective use of Federal housing funds in West Virginia by combining resources and avoiding duplication of services.

- o One of the Administration's major rural development initiatives is directed at many of these rural housing problems. Over the next few months, we expect to achieve agreements (with special emphasis on mountainous housing sites) among HUD, VA, FmHA, DOL and CSA designed to:
 - better coordinate site development and construction regulations with a focus on eliminating interagency discrepancies in such areas as the designation of subdivisions;
 - accept each other's inspections;
 - develop and institute uniform forms for mortgage applications and approvals, property appraisals, and settlement statements;
 - identify and eliminate administrative barriers to the development and management of multi-family housing projects in rural areas, by conducting demonstrations which seek to transfer ownership of projects to community-based organizations and to train local residents in housing rehabilitation and maintenance; and
 - work with regulatory agencies to encourage local small town lending institutions to take a more active role in housing and economic development.

Flood Plain/Disaster Relief Housing

- o As a result of massive disasters during 1977, the Department has made a commitment to provide 2,000 new housing units under the Section 8 program to the State of West Virginia. Of this number, 1,000 units were funded in 1977 and an additional 500 units were funded May 17, 1978. To date, 1,500 units have been allocated to the West Virginia Housing Development Fund Agency for programming.
- o So far, the State has submitted four applications to HUD after development of 104 units for families in Merrimac, 136 units for elderly in Matewan, 104 units in Beckley, and 75 units for elderly in Williamson.

<u>Type of Housing Provided</u>	<u>Families Provided Temporary Housing During the Last Year</u>	<u>Families Currently in Temporary Housing (as of 9/30/78)</u>
Existing Resources	113	1
Minimal Repair Program	974	0
Mobile Homes and Travel Trailers	1201	339
Transient Only	<u>17</u>	<u>0</u>
TOTAL	2305	340

Counties involved: Boone, Cabell, Greenbrier, Lincoln,
Mingo, McDowell, Summers, Wayne, Wyoming.

RURAL DEVELOPMENT

- o West Virginia is a growing state facing problems of rapid development rather than the problems of deteriorating urban centers and outdated infrastructures (such as housing transportation facilities, and utilities) faced in the more developed states. One of Governor Rockefeller's top priorities is to plan ahead for this development, much of it in energy-impacted areas, and to make sure that the basic facilities necessary for sound community development--water and sewer, housing, schools and health facilities--are provided in a timely manner.
- o The rugged topography which characterizes West Virginia makes it much more difficult and costly to provide basic community facilities. In addition, many federal programs providing assistance for housing (HUD) and water and sewer facilities (EPA) are regulated by standards which do not meet the needs created by West Virginia's development problems. Special attention and consideration to the unique problems of mountainous, rural states such as West Virginia needs to be made by all federal agencies. (This issue will be addressed in the October 5 West Virginia/FRC meeting.)
- o Under the direction of Governor Rockefeller, West Virginia has developed a process to annually prepare a State Development strategy which outlines the State's development policies and priorities, and which identifies geographic areas where State investments will be targeted. The process involves the active participation of the State's eleven Regional Planning and Development Councils, which are the mechanisms through which local elected officials make their needs and priorities known to the Governor. This blueprint for development in West Virginia attempts to rationally allocate federal and state investments for the greatest benefit and return. Governor Rockefeller is seeking the acceptance of this strategy by all federal agencies as the basis for providing assistance and making investments in West Virginia.

WILLIAMSON WATER PROJECT

- o As a result of the disastrous flood in April 1977, numerous Southern West Virginia communities were partially destroyed and residents left homeless. Severe damage was also inflicted on the water and sewer facilities of these communities, creating substantial health hazards.
- o As part of the effort to help these communities recover, the Mid-Atlantic Federal Regional Council assisted four federal agencies--HUD, EDA, ARC, and FmHA--in pooling their resources and jointly funding the rebuilding of the City of Williamson's water system at a cost of \$7.7 million. (This is the first jointly-funded "hardware" project in the country.) This effort will enable the provision of replacement housing for those who lost their homes, and will help insure the continuing viability of the area's economy.

HEALTH

Rural Health

Of the 55 counties in the State of West Virginia, 37 are considered entirely as Medically Underserved Areas (MUAs) and 12 are partial MUAs. At present, HEW funds 42 primary care projects (generally clinics) in West Virginia at a funding level of \$6 million. The National Health Service Corps has 50 placements in the State.

However, the changes in the United Mine Workers benefit structure from a centrally administered retainer system to a decentralized, fee-for-service system, coupled with the impact of the coal strike, has created a financial crisis in clinics heavily dependent on UMW reimbursement. HEW has made supplemental awards of nearly \$500,000 to 9 clinics not previously receiving federal funds.

On October 2, 1978 at a White House ceremony the Vice President announced the first in the series of rural development initiatives underway. Key elements of that announcement are as follows:

- ° The Departments of Agriculture and Health, Education and Welfare will finance construction and renovation of 300 rural health care centers in the next four years to care for 1.3 million medically underserved rural Americans.
- ° The Departments of Labor and HEW will seek to increase the supply of rural preventative and health support staff by training migrant and seasonal farmworkers as medical para-professionals and placing more Job Corps trainees in rural health care centers.
- ° The Administration will consult with communities, medical schools and private groups in the next several months to attract and retain health professionals in rural areas.

Black Lung Program

The Black Lung Program is showing major increases in applications for benefits. This increase is believed the result of a recent mail-out that accompanied Social Security checks. Applications in the Philadelphia Regional Office of HEW, which covers West Virginia, are now running 2,000 a week.

A severe problem in processing these applications exists and has for some time. HEW must forward all applications to DOL for processing. DOL is estimated to have a backlog of 100,000 applications which have not yet been acted upon.

TRANSPORTATION

Construction of Corridor H Highway in West Virginia

West Virginia's "Corridor H" is a proposed limited-access Interstate highway which will connect Virginia I-81 with Weston, West Virginia. Construction of the 6-mile section of highway from Elkins to Bowden, West Virginia, resulted in damage to the Bowden National Fish Hatchery's South Spring, causing excessive siltation and losses of fish in 1973-1975. The situation is presently stable, although a proposed eastward extension of the highway along its present alignment could jeopardize the Hatchery's main water source -- North Spring. A draft EIS has been under study for several years and is expected to be released in 1979. The Administration has taken no position on the highway extension pending the release of the EIS.

Senator Randolph favors continuation of the highway on its present alignment. Senator Byrd and Representative Staggers have no public positions. Governor Rockefeller places a low funding priority on the project.

Upgrading of the West Virginia Turnpike

Of major concern to Governor Rockefeller is a project to widen the "Old West Virginia Turnpike," now Interstate 64, south from Charleston to Princeton, West Virginia. The two-lane undivided roadway has been the scene of many accidents. It is also a bottleneck to opening up the southern part of the state for economic development. The project is a costly one which DOT is funding to the extent that monies are available. Work is, therefore, proceeding slowly -- too slowly for many residents whose expectations regarding better transportation have been raised.

Toll Bridge Maintenance

Senator Randolph has been concerned about the number of state toll bridges which are dangerously deteriorated. Because federal monies do not presently fund maintenance and repair of bridges, the Senator has added language to the Federal Aid to Highways Act of 1978 which will enable West Virginia's toll bridges to receive federal aid for repair.

Rural Transportation

With the isolation inherent in rural communities, better public transportation facilities are needed to enable residents to get to jobs, health care facilities, and public services. Federal transportation aid contains many inherent barriers for smaller communities. For example, Section 5 of the UMTA Act does not permit cities under 50,000 to use federal dollars for operating and maintenance costs, although larger cities may.

Currently, transportation grants to small communities are fragmented -- often designed to meet the needs of a particular group of people (e.g., school children, the elderly, or the handicapped). The result all too frequently is unnecessary duplication of some routes and equipment, on one hand, and total gaps in service, on the other.

Rural transportation systems, especially for the poor, are an issue in West Virginia. Three years ago the State, with funds from four federal agencies, began implementation of a program which offers low income elderly and handicapped persons subsidized tickets to use in purchasing transportation. The "Transportation Remunerative Incentive Program" (TRIP) network includes intercity carriers, taxi operations, and public and private transit operations augmented by new services.

As part of our overall rural development initiatives we expect to be able to announce this Fall major reforms in federal practice as follows:

- ° Letter of agreement (HEW, DOT, DOL, CSA, ACTION, VA) giving policy recognition to the need for coordination/consolidation, and directing social service agencies to contract with general service providers (when available) for client transport.
- ° DOL directive to state prime sponsors to give priority to the utilization of CETA slots in rural public transit projects.
- ° Amendment of OMB Circular 74-4 to allow full depreciation of vehicles used in coordinated systems.

- ° Establishment of task forces to develop recommendations for solving insurance problems of public/social service transportation providers (in cooperation with insurance industry, NGA and national associations of regulatory and insurance commissioners).
- ° Develop uniform and simplified reporting and auditing (reimbursement) requirements.
- ° Elimination of \$5,000 limitation on purchase of vans (HEW).
- ° Joint agency technical assistance handbook workshops on planning and management of coordinated, cost-effective systems for state and local transportation service providers.

AMTRAK Route Changes

In compliance with a Congressional mandate, DOT issued on May 8 its preliminary recommendations for AMTRAK route changes. Generally, DOT recommendations are aimed at assuring the maintenance of a nationwide passenger service while dealing with rapidly spiraling costs. The proposals call for a reduction in the mileage on the total system from 27,000 to 19,000, with 100% federal subsidies for the reduced system. The ICC will hold public hearings across the country this summer on the DOT recommendations. DOT will incorporate the comments from these hearings in its final report due to Congress by December 31.

Two of the existing three passenger rail routes through West Virginia are proposed for elimination. They are the:

- ° Hilltopper from Boston and Washington, D.C., through Bluefield, Welch, and Williamson, West Virginia, and ending in Kentucky -- the "southern" route.
- ° Shenandoah from Washington, D.C., stopping in Harpers Ferry, Martinsburg, Keyser, Clarksburg, and Parkersburg, West Virginia, on its way to Cincinnati -- the "northern" route.

The Shenandoah line comes within 50 miles of Elkins. The Hilltopper comes within 150 miles of Elkins. Both routes are known as "the Staggers Special".

DOT proposed retaining the Cardinal, the "central" route, which originates in Washington, D.C., and stops in White Sulphur Springs, Thurmond, Charleston, and Huntington, West Virginia, en route to Cincinnati and Chicago. DOT plans to improve the operation of the Cardinal and to make it the primary Washington to Chicago service. Scheduling changes would be made to alleviate the problem of early morning and midnight stops in major cities, such as Charleston.

Representative Staggers of Keyser, West Virginia, is leading the fight to save all existing routes, especially the Shenandoah. The Congress passed the "Staggers Amendment" this year which imposed a moratorium on any route reductions until at least October 1979.

WEST VIRGINIA PRESIDENTIAL APPOINTMENTS

Simeon Miller Bright

--Commissioner, Postal Rate Commission

Loyd Hackler

--Member, Advisory Committee for Trade Negotiations

Robert B. King

--U.S. Attorney, Southern West Virginia

Governor John D. Rockefeller, IV

--Chairman, President's Commission on the Coal Industry

--Chairman, Advisory Board, White House Conference
on Balanced National Growth

Sharon Rockefeller

--Member, Corporation for Public Broadcasting

GRANTS

BACKGROUND ON MAJOR GRANTS
AND INITIATIVES INCLUDED IN YOUR SPEECH TEXT

Urban Development Action Grants to Charleston
for Civic Center Complex

Charleston, West Virginia is receiving a \$14 million Action Grant for a convention center and parking garage, which are part of a new downtown regional shopping center and adjacent civic center. The enclosed mall shopping center will include J.C. Penney and Kaufman department stores, 350,000 square feet of general retail space, parking for 4,500 vehicles which will be leased by the developer, and a 350-room Marriott hotel. The 35,000 square foot convention center, which will help provide patronage for shopping center and hotel, will be accompanied by a new sports arena, remodeled municipal auditorium, and related parking facilities. Action Grant: \$14 million. Private investment: \$67.7 million. Other public investment: \$28.8 million. New jobs: 1,606. Construction jobs: 730.

In May of this year EDA awarded Charleston a \$5 million grant (which you announced on your last visit to the State to construct a 12,500 seat multi-purpose arena, parking lot and lobby to connect to the existing civic center. The project is designed to complement an adjacent hotel and the new commercial development, "Superblock" funded by the new UDAG grant. The convention center is the key to Charleston's downtown revitalization program.

Economic Development Revolving Fund

The State of West Virginia is being awarded \$4.7 million by EDA to be loaned to a firm in Morgantown. The background is as follows.

The West Virginia Governor's Office of Economic and Community Development (OECD) has identified 12 major employers in nine counties that are facing problems that could result in up to 20,000 layoffs. The most immediate problem was the threatened closure of the Building Components Division (BCD) of Rockwell International, which would have eliminated 830 jobs. Rockwell's BCD is Morgantown's largest industrial employer.

The EDA grant will be used by OECD to make a loan to the Sterling Faucet Company, which has been established to purchase and operate the facilities of Rockwell's BCD. The loan funds will supplement other public and private funds, as indicated. Over 800 jobs will thus be saved, and the prospects for growth of the new company are good. Principal and interest payments to OECD will be placed in a revolving loan account to be used for other development and adjustment purposes in West Virginia.

Special Coordination of Federal/State/Local Resources for West Virginia Development

In order to implement your directives to make the Federal establishment more responsive to State and local government, the Mid-Atlantic Federal Regional Council has begun an intensive outreach program to the States in Federal Region III and their communities. This outreach effort is designed to coordinate Federal programs and services with local needs and priorities.

An important first step in the process in the State of West Virginia has been the appointment of one of Governor John D. Rockefeller's staff persons to the Federal Regional Council under an Intergovernmental Personnel Assignment. This person is responsible for coordinating the delivery of Federal programs with the policies and priorities established by Governor Rockefeller. As a result of the assignment numerous programmatic conflicts have been quickly resolved. Moreover, the Federal agencies in the Region have become increasingly sensitized to the needs of West Virginia, and have begun to tailor many of their programs accordingly.

On Thursday, October 5, 1978 the State of West Virginia and the Mid-Atlantic Federal Regional Council held a meeting with Larry Gilson of Jack Watson's staff in Charleston, West Virginia. The purpose of this initiative is to make available an opportunity for a meeting between Governor Rockefeller and his department heads, and FRC Chairman Thomas C. Maloney and top Regional Officials of the Federal agencies in the Mid-Atlantic Region (Federal Region III). This meeting serves four objectives:

1. Provide face-to-face contact between high level Federal and State officials.

2. Identify areas of difficulty in implementing Federal policy and programs in West Virginia.
3. Allow a free exchange of ideas to enable the State to establish the most effective use of Federal programs to achieve State goals.
4. Insure an on-going mechanism to resolve future problems.

This meeting resulted in the identification of Federal and State concerns with how Federal programs are implemented in West Virginia; the resolution of several important policy issues related to these concerns; the announcement of several program awards to West Virginia to address the concerns; and the establishment of a formal mechanism to resolve any issues not resolved in the meeting.

Each participating State and Federal agency has prepared a list concerning the implementation of Federal policies and programs in the State. This involved three months of intensive staff work by both the State and the Federal agencies, and resulted in the identification of 135 issues. These issues are the focus of the meeting, and will be addressed in a series of workshops. The meeting concluded with a report on the issues which were resolved and the issues requiring follow-up, and with a joint press conference with Governor Rockefeller, Chairman Maloney, and Larry Gilson.

1978 WEST VIRGINIA ELECTION CONTESTS

GOVERNOR: Incumbent Governor John D. Rockefeller's term expires January, 1981.

U.S. SENATE: Incumbent Senator Jennings Randolph is facing the first serious reelection challenge of his Senate career in his race with former Governor Arch Moore. Moore is receiving a good deal of money from the Republican Senate Campaign Committee and out-of-state right-wing groups. Recent polls show Randolph four percentage points ahead, but most pollsters deem the race too close to call.

1st C.D.: Incumbent Robert Mollohan (D - Presidential support rating 63%) is safe.

2nd C.D.: Incumbent Harley Staggers (D - Presidential support rating 62%) is safe.

3rd C.D.: Incumbent John Slack (D - Presidential support rating 56%) is safe.

4th C.D.: Incumbent Nick Joe Rahall (D - Presidential support rating 67%) is unopposed.

1976 STATEWIDE ELECTION RESULTS

Carter/Mondale	58% - 435,864
Ford/Dole	41.9% - 314,726

THE WHITE HOUSE

WASHINGTON

SENATOR JENNINGS RANDOLPH (D-W.VA.)

Biography: 3rd term (1978); born March 8, 1902, Salem, West Virginia; Baptist; married (Mary); two children; A.B., Salem College, 1924; newspaper and magazine editor; college professor; university dean; U.S. House of Representatives, 1932-46; elected to U.S. Senate, 1958.

Committees: Environment and Public Works (Chairman)

Human Resources (2)

Subcommittees: Labor

Handicapped (Chairman)

Education, Arts, and Humanities

Veterans' Affairs (3)

Subcommittees: Compensation and Pension

Health and Readjustment

Administration Support: 68.6%

Senator Mike Mansfield said recently that there is no Member of the Senate whose activities have touched more lives than Jennings Randolph. A short list of his accomplishments show that he is a man of vision and compassion.

Since May 1966, he has been Chairman of the Committee on Environment and Public Works which has jurisdiction over most of our waterways, transportation, and pollution control laws. He is an active member of the Senate Committee on Human Resources which has jurisdiction over most of the laws designed to help people who are disadvantaged, unemployed, or otherwise in need. He was a charter member of the Committee on Veterans' Affairs which has jurisdiction over all of our laws whose purpose is to care for elderly and disabled former servicemen and to help those who served their country during time of war readjust to civilian life.

Probably Senator Randolph is most proud of the ratification of his proposed amendment to the Constitution of the United States to permit 18 year olds to vote. The 26th Amendment is part of the Constitution today because of the many years of sponsorship and effort of Jennings Randolph (Georgia, by state constitutional amendment, was the first state to enfranchise 18 year olds).

Jennings Randolph was the chief sponsor of the Senate floor amendment establishing the black lung benefits program in 1969.

He was the chief sponsor, conducted all committee hearings, and managed on the Senate floor the 1972 and 1978 improvements in the original law.

Every bill to expand and improve education and health programs for our people has carried the name of Jennings Randolph. He is truly the Father of federal programs to assist and protect the rights of handicapped Americans. He is Chairman of the Subcommittee on the Handicapped of the Human Resources Committee.

In the 1930's, Jennings Randolph sat down with a map of the United States and drew lines north and south, east and west. He called his idea the national super highway system; 20 years later work on the National Interstate Highway System was begun. Today West Virginia and Georgia and Texas and California -- every state in our country has quality federal highways and roads because Jennings Randolph is the Chairman of the Environment and Public Works Committee. We have the most sophisticated transportation system in the world because of his vision and leadership.

Due to his West Virginia roots, Jennings Randolph is the chief proponent of coal and coal conversion in the Senate. Many of the coal conversion provisions of the National Energy Plan which you sent to the Senate were modeled after legislation Jennings Randolph sponsored 3 years ago before you took office.

In 1959 and again in 1961, Senator Randolph testified about the dangers of relying on imported oil. A quotation from his 1959 testimony may be of interest: "Every day that we continue to rely on imported oil brings us closer to crisis and disaster."

The Senator is equally concerned with the health of our people as evidenced by the fact that his committee has written all of our country's major laws requiring clean water and clean air.

Senator Randolph is in a very difficult race against outspoken former Governor Arch Moore. He is one of the most vulnerable incumbents in the country. Randolph has never had to run a very hard political campaign and at the age of 76 he is finding this difficult. Another problem he has stems from his inability to focus on present day problems -- he still speaks in New Deal rhetoric. He has been making some strides; his slide in the polls has ceased. The latest Peter Hart poll shows Randolph leading Moore 48%-44%. David Garth is doing his media, thus the campaign is primarily a television campaign.

Arch Moore is a very talented politician and will try to tie Randolph to Governor Rockefeller. He will try to saddle Randolph with the flood problems in Southern West Virginia. He will also attempt to take advantage of Randolph's age as an issue. We have been told that Moore is responsible for the rumor that Randolph will not finish his term, if re-elected, and that Rockefeller will appoint himself.

We have been doing everything we can to help Randolph. Several Cabinet officials, as well as the Vice President, have been to West Virginia to help campaign and raise money for him.

Harley STAGGERS
(D-West Virginia-2)

Committee: Interstate & Foreign Commerce, CHAIRMAN

Administration Support: 76.5%

Favorable Votes

Emergency Natural Gas -- Conference Report
Housing & Community Development Block Grant Funds
Clean Air Act
Strip Mining -- Conference Report
National Energy Act
Minimum Wage
Social Security -- Final Passage
B-1 Bomber (1 vote)
Consumer Protection -- Final Passage
D.C. Voting Rights -- Final Passage

Unfavorable Votes

Water Projects
B-1 Bomber (3 votes)
Clinch River Breeder Reactor

Personal Information: Chairman Staggers of Keyser, West Virginia, received his A.B. degree from Emory and Henry College in 1931. Before being elected to the U.S. House of Representatives in 1948, Staggers served as head coach at Potomac State College in Keyser, as sheriff of Mineral County (Keyser) from 1937 to 1941, and in the U.S. Naval Air Corps as a navigator.

He is 72 years old and is married to the former Mary V. Casey; they have six children: Margaret Ann, Mary Katharine, Frances Susan, Elizabeth Ellen, Harley O., Jr., and Daniel Casey.

District/Political Information: The 2nd district occupies the eastern part of the state and contains the most mountainous and sparsely populated counties in West Virginia. It is typically rural with few good roads and an economic base of industry and mining. Morgantown, with a population of 29,000 and the home of West Virginia University, is the largest town in the district.

The mountain areas are Republican strongholds; the industrial and mining areas are heavily Democratic. In most statewide elections, the district has been marginal, but in Congressional elections, it is heavily Democratic.

Staggers
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Elkins is located in the 2nd Congressional District.

Points of Interest: Staggers was one of the three Energy Conference Chairmen. In his Committee (Interstate & Foreign Commerce), he often lets Dingell take the lead, but is especially interested in the development of coal resources. He is basically consumer oriented and is strongly supporting our compromise position on natural gas.

Staggers was miffed when Senator Randolph announced your trip to the Mountain State Forest Festival. He will introduce you before your remarks.